

REMARKS

This Amendment is responsive to the July 18, 2006 Office Action. This Amendment amends claims 1 and 4 and cancels claim 3. The subject matter of cancelled claim 3 is now present in claim 1. Claim 4 was amended to attend to the objection in the Office Action relating to this claim. No new matter is introduced by the foregoing amendments.

In the Office Action, claims 1, 2, and 5 stand rejected under 35 USC § 102(b) for anticipation by United States Patent No. 6,655,486 to Oshikawa et al. Claims 1 and 2 further stand rejected under 35 USC § 102(b) for anticipation by United States Patent No. 4,081,050 to Hennessey et al. Claim 4 stands rejected under 35 USC § 103(a) for obviousness over Oshikawa or Hennessey. Claim 3 stands rejected under 35 USC § 103(a) for obviousness over Oshikawa in view of United States Patent No. 3,897,847 to Knutson. Claims 10-12 stand rejected under 35 USC § 103(a) for obviousness over Oshikawa or Hennessey in view of United States Patent No. 5, 634,525 to Templeton et al. As independent claim 1 now includes the subject matter of cancelled claim 3, Applicants respectfully traverse the rejection for obviousness of the subject matter of claim 1 over Oshikawa in view of Knutson.

Oshikawa discloses an engine enclosure comprised by an engine hood (15) and two pivotably connected engine side covers (16). The engine hood (15) defines ambient air inlet ports (24) and the engine side covers (16) also define ambient air inlet ports (38). Engine hood (15) and engine side covers (16) partially enclose an engine compartment wherein a radiator (3) is present. As shown in Fig. 3, ambient air screening plates (40) are associated with the ambient air inlet ports (38) formed in engine side covers (16). An ambient air flow screening member (14, FIG. 1) is provided to direct ambient air rearward of radiator (3). Knutson is cited for background purposes in the Office Action relating to the general location of an air conditioning condenser (48) forward of a radiator (28).

Hennessey, which is cited in connection with original claim 1, discloses a tractor (10) with a hood enclosure (44) that encloses an engine compartment. A radiator (36) is disposed in the engine compartment. The hood enclosure (44) includes front grill openings (46) and is further provided with a pair of side inlet openings (46, 50) as shown in Fig. 2.

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Disposed generally between the two side inlet openings (46, 50) is a fuel tank having concave faces (84, 86) which face inlet openings (46, 50) to direct ambient air toward radiator (36).

Applicants respectfully traverse the rejection of the subject matter of claim 1 over Oshikawa (or Hennessey) in view of Knutson. With respect to Oshikawa, it is initially noted that engine hood (15) is provided only with pivotal side covers (16) and does not disclose a front face grill portion as claimed in independent claim 1. Moreover, Applicants respectfully submit that the cited references, Oshikawa (or Hennessey) and Knutson do not teach or suggest the claimed rectifier member provided for directing (or introducing) ambient air to a location more forwardly of a condenser provided in front of a radiator in a vehicle as now set forth in claim 1. With this construction, a greater amount of ambient cooling air for cooling the radiator may be supplied to the condenser for condensing the cooling medium as generally discussed at page 3, line 7-9 of the specification. Turning first to Knutson, it is noted that this disclosure is limited to teaching the location of an air conditioning condenser (48) forward of a radiator (28). There is no teaching in Knutson relating to introducing ambient air in positional relationship to condenser (48) via an air-directing or introducing member or structure, let alone a rectifier member adapted to direct or introduce ambient air more forwardly of the condenser (48) as now claimed. Neither Oshikawa nor Hennessey provide the "missing" air-directing teaching or suggestion due to the conspicuous absence in each case of a "condenser". In Oshikawa, ambient air flow screening member (14) is limited to directing ambient air rearward of radiator (3). In Hennessey, concave faces (84, 86) are likewise limited to directing ambient air rearward of radiator (36). Accordingly, Oshikawa or Hennessey when considered alone or with Knutson fail to teach or suggest an air directing or introducing rectifier member as now set forth in claim 1 adapted to direct or introduce ambient air more forwardly of a condenser disposed forward of a radiator in a vehicle. In view of the clarifications to claim 1, claim 1 is now respectfully submitted as distinguishing over Oshikawa (or Hennessey) in view of Knutson and is condition for allowance. Finally, Applicants note that Templeton fails to overcome any of the foregoing deficiencies associated with Oshikawa, Hennessey, or Knutson.

Claims 2 and 4-12 depend directly or indirectly from claim 1 and are respectfully submitted as being in condition for allowance for all the foregoing reasons. Allowance of pending claims 1, 2, and 4-12 is respectfully requested.

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Should the Examiner have any questions regarding any of the foregoing or wish to discuss this application in further detail to advance prosecution, the Examiner is invited to contact Applicants' undersigned representative at the telephone number provided below.

Respectfully submitted,

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